



Chandler Boulevard

New "Pecos Connection" ramps to Interstate 10 allow access to and from I-10 only. Access to Chandler Blvd. remains from city streets only.

40th St.

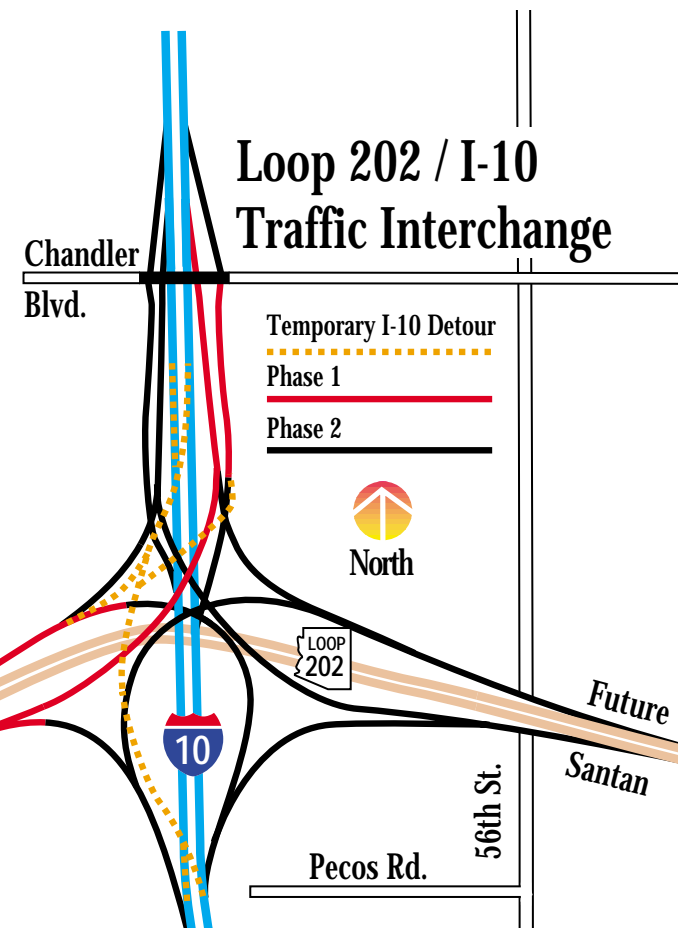
"Pecos Connection"

48th St.

Pecos Rd.

56th St.

Future  
Santan



## INTERCHANGE CONSTRUCTION INCLUDES:

Nearly 800,000 cubic yards of material for embankment will be taken from the Santan Freeway corridor east of 56th Street and hauled into the freeway-to-freeway interchange area. Excavations for the depressed sections of the Santan and I-10 will yield another 1.2 million cubic yards for embankment for Phase 2 construction.

A new pump station will also be built to drain the depressed freeway sections into the recently completed ADOT/Flood Control District of Maricopa County/City of Phoenix joint use detention basin in the southwest quadrant of the interchange.

## PHASE 2 PROJECT PARTICULARS:

- ❑ Nine bridges associated with freeway-to-freeway traffic interchange ramps, plus two box culverts
- ❑ 250,000 square yards of Portland Cement concrete pavement associated with traffic interchange and highway construction, plus 45,000 tons of asphaltic concrete for roadway base courses
- ❑ 151,000 square feet of retaining walls
- ❑ More than four miles of storm drainage pipe
- ❑ Contract time is 500 working days, beginning Aug. 17, 2001

## FOR MORE INFORMATION ADOT

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Chandler Boulevard

# ARIZONA DEPARTMENT OF TRANSPORTATION

LOOP  
202

## SANTAN FREEWAY UPDATE

AUGUST 2001

LOOP  
202

Preparations for the first in a series of construction projects for the Loop 202 Santan Freeway began in 1999 following completion of an Environmental Assessment for the entire 26 mile corridor. The initial effort toward final freeway design has been focused on the westernmost five-mile section from Interstate 10 to the Loop 101 Price Freeway. To finish this section in 2003, three separate construction projects will be awarded by ADOT.

The first project links the Santan and Interstate 10. A four-level, fully directional traffic interchange is being constructed one-half mile south of Chandler Boulevard at I-10.

The freeway-to-freeway connection is being constructed in two phases. The first phase, which was advanced by an ADOT/City of Phoenix funding partnership, includes ramp connections to and from Pecos Road. Work began on the \$23.3 million project in October 2000 and includes the highly visible eastbound to northbound ramp bridge that connects South Mountain/Ahwatukee traffic to I-10 and a complementary south-to-west ramp that will provide access from eastbound I-10 into the area. These ramps were designed to minimize traffic disruptions and improve safety during the second phase of interchange construction.

The western portion of the Phase 1 ramp bridge was constructed with traffic on existing I-10. When that initial section was completed in June, traffic was detoured under it, allowing another section over the existing highway to be constructed without traffic below. The I-10 detour will remain in place approximately two years while the I-10/Santan interchange is finished.

The first phase project also includes an initial connection from Pecos Road at 40th Street to the Santan, a bridge at 48th Street to carry traffic over the freeway to a new regional park, and significant regional drainage system improvements west of I-10. Phase 1 is scheduled to open to traffic by early 2002.

The second and larger phase of I-10/Santan construction includes all remaining directional ramps, a Santan Freeway segment and I-10 reconstruction. Work will be completed under a \$50.3 million contract awarded in June to Edward Kraemer and Sons Inc., Phoenix, by the State Transportation Board. Construction phasing has also been designed for safety and to minimize disruption of traffic.

The eastern portion of the interchange will be constructed with I-10 traffic in the detoured condition from Phase I. I-10 reconstruction will be finished and the Santan segment will be started. Then, traffic will be moved off the detour and the remaining west side ramps will be completed.

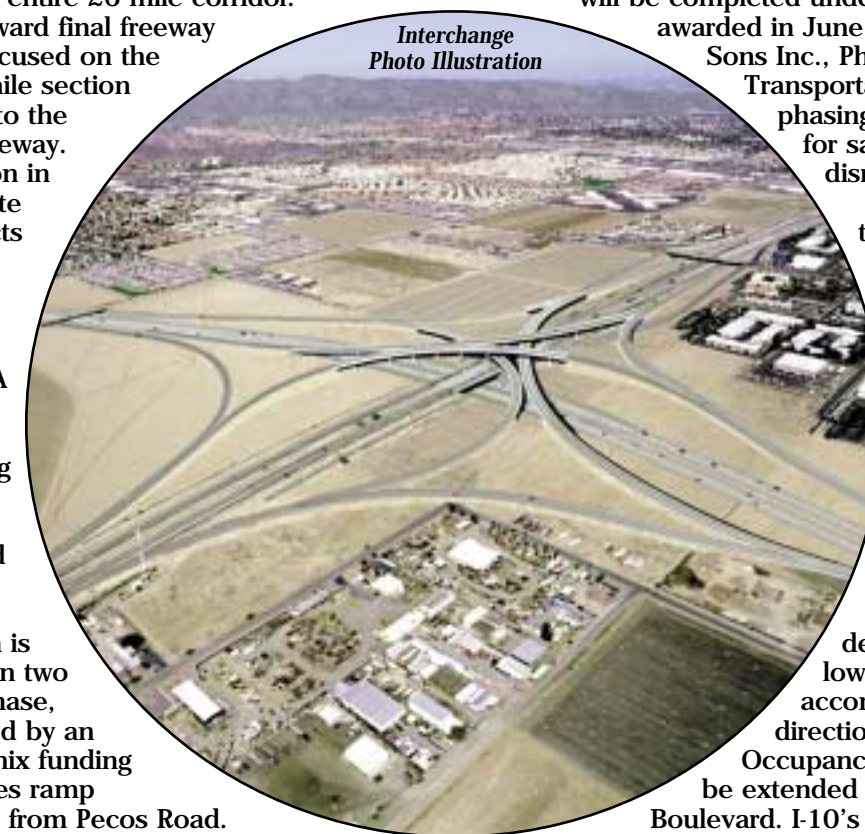
While I-10 traffic is detoured, 1.5-miles will be lowered about ten feet to accommodate the new directional ramps, and High Occupancy Vehicle (HOV) lanes will be extended south past Chandler Boulevard. I-10's extension will be resurfaced with durable concrete.

The Chandler Boulevard/I-10 interchange will also undergo significant improvements during Phase 2. Its existing bridge will be replaced with a new nine-lane structure that will include three through lanes in each direction. Dual left turn lanes for eastbound Chandler to northbound I-10 traffic will be built, and a single left turn lane for the west to south movement will be finished. Traffic will remain on the existing bridge over I-10 while the northern half of the new structure is built. Traffic will then be shifted to the new structure while the south half is replaced. Concrete placement for new Chandler ramps will require periodic closures.

A three-quarter-mile Santan Freeway segment will be constructed between 48th and 54th streets beneath the reconstructed I-10, as far as 25 feet below ground level. It will open to traffic when remaining projects are completed east to the Price Freeway in 2003.

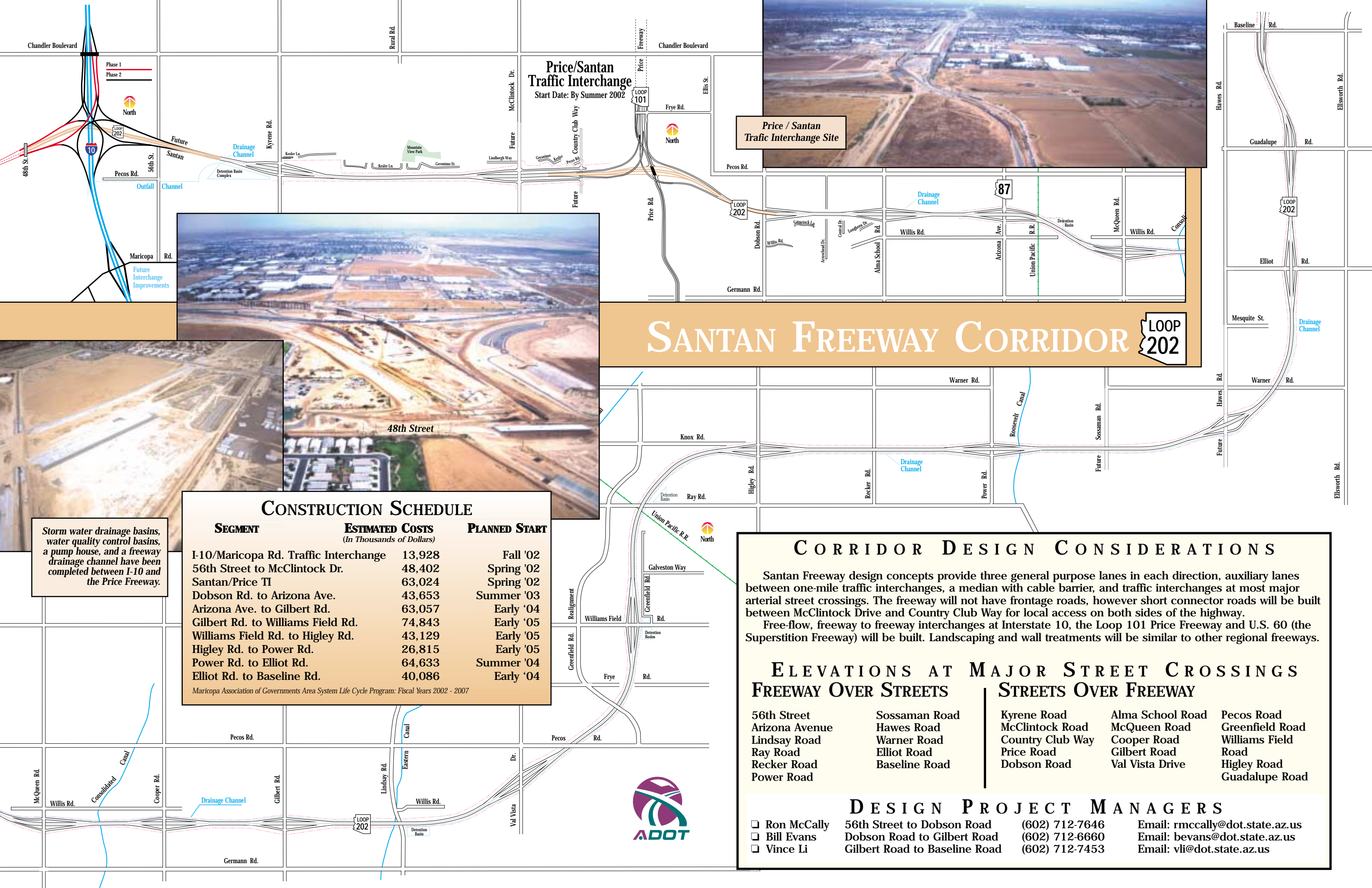
The I-10/Santan Traffic Interchange project is the first and most visible highway construction planned in the Santan Freeway corridor.

All remaining freeway segments are scheduled to open to traffic by the end of 2007.



Interchange  
Photo Illustration





**Price/Santan  
Traffic Interchange**  
Start Date: By Summer 2002

**Price / Santan  
Traffic Interchange Site**

# SANTAN FREEWAY CORRIDOR

**LOOP  
202**

## CONSTRUCTION SCHEDULE

SEGMENT	ESTIMATED COSTS <i>(In Thousands of Dollars)</i>	PLANNED START
I-10/Maricopa Rd. Traffic Interchange	13,928	Fall '02
56th Street to McClintock Dr.	48,402	Spring '02
Santan/Price TI	63,024	Spring '02
Dobson Rd. to Arizona Ave.	43,653	Summer '03
Arizona Ave. to Gilbert Rd.	63,057	Early '04
Gilbert Rd. to Williams Field Rd.	74,843	Early '05
Williams Field Rd. to Higley Rd.	43,129	Early '05
Higley Rd. to Power Rd.	26,815	Early '05
Power Rd. to Elliot Rd.	64,633	Summer '04
Elliot Rd. to Baseline Rd.	40,086	Early '04

Maricopa Association of Governments Area System Life Cycle Program: Fiscal Years 2002 - 2007

Storm water drainage basins, water quality control basins, a pump house, and a freeway drainage channel have been completed between I-10 and the Price Freeway.

## CORRIDOR DESIGN CONSIDERATIONS

Santan Freeway design concepts provide three general purpose lanes in each direction, auxiliary lanes between one-mile traffic interchanges, a median with cable barrier, and traffic interchanges at most major arterial street crossings. The freeway will not have frontage roads, however short connector roads will be built between McClintock Drive and Country Club Way for local access on both sides of the highway.

Free-flow, freeway to freeway interchanges at Interstate 10, the Loop 101 Price Freeway and U.S. 60 (the Superstition Freeway) will be built. Landscaping and wall treatments will be similar to other regional freeways.

## ELEVATIONS AT MAJOR STREET CROSSINGS

### FREEWAY OVER STREETS

56th Street  
Arizona Avenue  
Lindsay Road  
Ray Road  
Recker Road  
Power Road

### STREETS OVER FREEWAY

Sossaman Road  
Hawes Road  
Warner Road  
Elliot Road  
Baseline Road

Kyrene Road  
McClintock Road  
Country Club Way  
Price Road  
Dobson Road

Alma School Road  
McQueen Road  
Cooper Road  
Gilbert Road  
Val Vista Drive

Pecos Road  
Greenfield Road  
Williams Field Road  
Higley Road  
Guadalupe Road

## DESIGN PROJECT MANAGERS

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